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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 165. 日八廿月八年一十二精光

WEDNESDAY, OCTOBER 16, 1895.

三拜禮 號六十月十英港香

THIRTY DOLLARS
PER ANNUM.

\$1,000 ONE THOUSAND \$1,000
DOLLARS.
European Subscribers to the
Hongkong Telegraph are, from
1st October, 1895, insured for
the sum of \$1,000 against Fatal
Accident.
SEE BELOW.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq.—Chairman.
A. McCONACHIE, Esq.—Dep. Chairman.
Hon. J. J. E. Irving, Esq.
G. B. Dodwell, Esq.
M. D. Ezekiel, Esq.
R. M. Gray, Esq.
S. C. Wicks, Esq.
D. R. Sassoon, Esq.
N. A. Siebs, Esq.

CHIEF MANAGER:
HONGKONG: T. JACKSON, Esq.

MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 24th September, 1895. [48]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [48]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Subscribed Capital \$500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:
D. Gillies, Esq.
H. Stollmeyer, Esq.
Chan Kit Shan, Esq.
Chow Tung Shang, Esq.
Kwan Hoi Chuen, Esq.

CHIEF MANAGER:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895. [7]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000
SUBSCRIBED CAPITAL \$1,185,000
PAID-UP CAPITAL \$685,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.

ON NEW FIXED DEPOSITS—
For 12 Months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
DEPOSITS RENEWED ON OLD TERMS.

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 2nd August, 1895. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000
RESERVE FUND \$315,000

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [95]

Amusements.

THEATRE ROYAL, CITY HALL.

Under the distinguished Patronage of
His Excellency the Governor,
Sir WM. ROBINSON, K.C.M.G., and Suite.

TOMORROW
(THURSDAY), 17th October, 1895.

CHEVALIER DE KONTSKI.

Court Pianist to the EMPEROR of GERMANY
and the only living
PUPIL of BEETHOVEN,
will give a Grand
PIANOFORTE RECITAL.

Assisted by Hongkong's most prominent
Amateurs.

Doors Open at 9 P.M. Concert to commence
at 9.15.

PRICES—\$1 & \$1.50.

SEATS can now be Booked at Messrs. W.
ROBINSON & Co.'s Music Warehouse.

Hongkong, 12th October, 1895. [1396]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER
Always on Hand.

L. MALLORY,
Hongkong, 24th June, 1895. [66]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, (LIMITED).
28, Queen's Road Central.
Sole Eastern Agents for
SPRINGFIELD GRIP ARMOURD HOSE.
"SAWDRAFT," SNOWDON, SONS & Co.
Sole Eastern Agents for
THE NEW WIRE WOVE ROOFING Co.
THE ALUMINIUM & GENERAL FOUNDRY Co.



DAGGER PACKING
SPECIAL DAGGER PACKING
FOR HIGH PRESSURE, ROUND
OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
W. JACKSON, Manager.
Hongkong, 26th September, 1895. [189]

BALE & STOUTS.
BASS & Co.'s BOTTLED BY BURKE.
BASS & Co.'s LIGHT GRAVITY ALE.
GRIFFIN'S SPARKLING ALE.
GUINNESS' STOUT (HORSE BRAND).
KIRIN BEER.
PILSENER & MUNICH BEERS.
MILWAUKEE LAGER BEER.
CALDBECK, MACGREGOR & Co.
18, QUEEN'S ROAD.
TELEPHONE No. 76.
Hongkong, 5th October, 1895. [939]

FOR SALE.
G. H. MUMM & Co.'s CHAMPAGNE.
In cases of 2 doz. plants \$35 per case.
do " " quarts \$33 " "
SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [634]

PATRONS
OF THE H.E. HOTEL ARE RESPECTFULLY INFORMED THAT A
BILLIARD HANDICAP WILL SHORTLY COMMENCE THERE.
FIRST PRIZE—A GOLD WATCH.
SECOND PRIZE—A GOLD WATCH.
THIRD PRIZE—A GOLD WATCH.

MOUNT AUSTIN
HOTEL.
1,400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS, "MOUNTAUSTIN," HONGKONG.
A. B. C. Code. No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.
TIFFIN AT 1 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1895. [1845]

KELLY & WALSH, LD.
INDIAN CLUBS of Various Weights.
DUM-BELLS.
FOUR-BELLS.
CARD-COUNTERS.
DRAUGHTS; CHESS, DOMINOS.
PLAYING CARDS, Koster's WHIST CARDS.
BEZIQUE, KHANKOO, REVERSI.
HALMA, HUMBLEPUFFY, FLITTERKINS.
CRIBBAGE BOARDS, DICE BOXES, DICE.
WHIST MARKERS, POCKET CHESS.
COMPENDIUM OF GAMES, CROQUET.
THE NEW RACING GAME "ASCOT".
THE WHITELY EXERCISER.
DOG CHAINS, LEATHER LEADERS for DOGS.
FOOTBALLS, TENNIS RACKETS, TENNIS BALLS.
TENNIS NETS and POLES, RACKET PRESSER.
KELLY & WALSH, LIMITED.
Hongkong, 1st September, 1895. [1845]

Intimations.

\$1,000 ONE THOUSAND DOLLARS. \$1,000
INSURE YOUR LIFE AGAINST FATAL ACCIDENT
BY SUBSCRIBING
TO
"THE HONGKONG TELEGRAPH."
THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY
THE SUM OF
\$1,000 MEXICAN.
to the legal representatives of the European holder of this COUPON in the event of his death by
Accident while on land, within the confines of HONGKONG or any Treaty Ports of CHINA or
JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said
holder appears in the List of European Subscribers to the
"HONGKONG TELEGRAPH."
as furnished to the Company for the Three Months ending 31st December, 1895; that the
premium thereon has been duly paid; that death takes place within One Month from the
occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen
days of its happening to Mr. J. V. VERNON, Hongkong, Jobbing-declared that \$1,000 only
will be paid in respect of any one death.
* This premium is paid quarterly in advance by
the Proprietors of The Hongkong Telegraph.
J. V. VERNON,
AGENT.
Hongkong, 1st October, 1895. [1350]

EXPLOSION IMPOSSIBLE.
JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour
A Working Stationary Engine and a Launch with a 4 H.P.
Engine will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
NO PROFESSIONAL ENGINEER REQUIRED.
TIT BITS
FROM THE HONGKONG BUTCHERY.
NOW ON HAND
PHEASANTS \$1.85 per brace
SHANGHAI CORNED BEEF 0.15 per lb.
CORNED BEEF (our own Recipe) 0.14 " "
CORNED BEEF OF MUTTON 0.10 " "
VEAL SAUSAGES 0.25 " "
TO ARRIVE by the "City of Rio de Janeiro" on 21st.
AMERICAN ROLL BUTTER (about 2 lbs.) \$1.20 per roll.
J. TATAM,
PROPRIETOR.
Hongkong, 15th October, 1895. [1349]

THE CLUB HOTEL, YOKOHAMA.
5, BUND, YOKOHAMA.
FIRST-CLASS HOTEL, centrally situated, well-furnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English-maiden-in-attendance.
The Hotel—steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.
VISITORS have the option of meeting either in Tokyo or Yokohama, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
C. T. BENNEY, Manager, YOKOHAMA.
L. DEWETTE, Manager, TOKYO.
[160]

CANTON INSURANCE OFFICE, LIMITED.
NOTICE TO SHAREHOLDERS.
THE FOURTEENTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held at the OFFICES of the
Company, No. 27, Praya Central, Victoria,
Hongkong, on MONDAY, the 21st
day of October, 1895, at 12 o'clock NOON, when
the following Resolutions will be proposed:—
"That the Full Stop at the end of the first
paragraph of Article XIX of the Articles
of Association be omitted, and that there
be substituted therefor the words 'or in
lieu thereof the payment to the Share-
holders of such Bonus or Bonuses as the
General Managers shall with the approval
' of the Managing Committee think fit.'"
Should the Resolution be duly passed it will
be submitted for confirmation as a Special
Resolution to a second Extraordinary General
Meeting which will be subsequently convened.
Dated the 11th day of October, 1895.
DOUGLAS LAFRAIK & Co.,
General Managers.
[1397]

HONGKONG JOCKEY CLUB.
THE ANNUAL GENERAL MEETING of the
above CLUB will be held at the
CITY HALL, on SATURDAY, the 19th October
evening, at 8.30 P.M.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 19th September, 1895. [1372]

H. G. BROWN AND COMPANY, LIMITED.
THE SIXTH ORDINARY YEARLY
MEETING OF SHAREHOLDERS will be
held at the OFFICES of the GENERAL MANAGERS,
No. 27, Queen's Road, on THURSDAY,
19th October, 1895, at NOON, for the purpose
of presenting the Report of the Managing
Committee and General Managers, together
with a Statement of Accounts to the 31st
December, 1894, and electing Consulting Com-
mittee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th instant,
both days inclusive.
GIBB, LIVINGSTON & Co.,
General Managers.
Hongkong, 17th October, 1895. [1374]

Insurances.

BONUS YEAR.
THE
STANDARD LIFE
ASSURANCE COMPANY.
ESTABLISHED 1845.
POLICIES ISSUED IN 1894 FOR £1,703,569.
FUNDS £8,000,000.
The next DIVISION OF PROFITS will be
as at 15th November next.
BONUSES Declared at 15th November, 1890,
£1,000,000.
SPECIAL NOTICE.
"With Profits" Policies taken out before 15th
November, 1895, will rank for one year's Bonus.
DODWELL, CARILL & Co.,
Agents.
Hongkong, 16th August, 1895. [1109]

TYPHOON INSURANCE.
NOTICE.
HOUSE-OWNERS, TRUSTEES, MORT-
GAGES and others interested in
HOUSE PROPERTY are informed that
THE COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED,
are prepared to accept Risks against LOSS or
DAMAGE by TYPHOONS at Moderate Rates.
For Particulars, apply to
WM. MACBEAN,
LOCAL MANAGER, Hongkong Branch,
Comnaught House,
Queen's Road Central.
Hongkong, 1st July, 1895. [786]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1895. [791]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL TAELS 600,000 } \$333,333.33
Equal to RESERVE FUND } \$318,000.00
BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEK MOON, Esq.
LOU TAO SHU, Esq.
MANAGER—HO AMEL.
MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1894. [1177]

NOTICE.
THE MAN ON INSURANCE COMPANY,
LIMITED.
CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 22nd August, 1895. [1134]

GENERAL NOTICE.
THE CHAI ON MARINE INSURANCE
COMPANY, LIMITED.
CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAN HEWAN,
Secretary.
HEAD OFFICE,
No. 42, BONHAM STRAND WEST.
Hongkong, 22nd August, 1895. [1134]

Intimations.
UNION INSURANCE SOCIETY OF
CANTON, LIMITED.
NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that the
TWENTY-SECOND ORDINARY
YEARLY MEETING of the SOCIETY will be
held at the HEAD OFFICE, No. 42, Bonham
Strand, Hongkong, on WEDNESDAY, the 30th October,
1895, at NOON, for the purpose of receiving the
Report of the Directors, together with Statements
of Accounts for the year 1894, and for the half-
year ending the 30th June, 1895, and of declaring a
Dividend and Bonus, and electing Officers.
A Resolution will also be submitted to the
Meeting to adopt the proposal of the Board, as
per Circular to the Shareholders of the 1st
July, 1895, regarding the increase of Paid-up
Capital.
The TRANSFER BOOKS of the Society will
be CLOSED from the 19th to the 30th October,
both days inclusive.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 15th October, 1895. [1413]

JUST LANDED
FRENCH CONFECTIONERY.
Comprising—
Crystallized Fruits, Burnt Almonds, C.
Cocoettes, Almonds Flots, Marzipan Almonds,
Apricotines, &c., &c.
CANDY'S CHOCOLATE CREMES—
Vanilla Creams, Honey Creams, Caramels,
Nougat Flakche, Pineapple Chocolate,
Chocolate Walnut,
Fruit Buns, Fruit Boxes and Fancy Buns,
&c., &c.
"TAN SAN," the New Japanese Table Water
which contains 8 per cent. more from carbonate
than that from any other Chalybeate Spring.
"THE PHARMACY,"
25, Queen's Road Central.
Hongkong, 10th October, 1895. [1245]

audience. His Majesty was extremely gracious during the interview, which lasted a considerable time. Prince Hohenlohe was afterwards received by the Emperor. Prince Lobanof subsequently returned the visit paid by the Chancellor to the Foreign Office. At six o'clock Prince Hohenlohe received deputations of the committees of all the German societies in St. Petersburg. Later in the evening the Chancellor attended a dinner given by Prince Lobanof in his honour. A St. Petersburg correspondent of the *Lohd Anzeiger* states that he is in a position to confirm the news of the revival of the Nihilist movement in Russia. He adds:—At the Court at Peterhof the precautions usual under Alexander III. have again been taken. The whole palace is isolated, and the drives and railway trips the Tsar takes are again being watched with the utmost vigilance. The young Tsarina is said to be greatly excited about the insecurity of the situation.

NAVAL AND MILITARY.

LONDON, September 18th.
The *Vladimir*, built at Dumbarton for the Russian Black Sea Volunteer Fleet, departed last week for Russia. She is of 5,500 tons displacement and 3,500 horse power, and during a forty-eight hours' trial attained a mean speed of 13½ knots.

We learn from America that Colonel William King is declared to have established in one of the New York forts an electric magnet of such power that it will disturb all compasses approaching within six miles of it. The idea is that in war time, by night or in fog, the entrance to the harbour may be made impossible for hostile vessels. The obvious counter-move would be the introduction of the gyroscopic compass in lieu of, or rather as a complement to, the magnetic one; so that even if the tale were true it would not mean anything very serious.

Commanding officers in all parts of Great Britain are leaving circulars to ex-Volunteers of from five to twenty years' service, inviting them to join the reserve force which is being formed. When the organisation is completed it is anticipated it will add a quarter of a million at least to the auxiliary forces of the nation, officers, and men, who would only be called upon in case of national danger, but for whom it would be necessary to be present at the annual inspection.

The *Lords of the Admiralty* have fixed Saturday, October 19th, for the launch of the first-class battleship *Hibernia* at the Victoria Dockyard. This vessel, which is being built from the designs of Sir W. H. White, Director of Naval Construction, was laid down on May 28th, 1894, rather more than three months earlier than the sister ship *Prince George*, which was recently launched at Portsmouth.

NEWS IN BRIEF.

STRAITS AND SIAM.

We have received Straits papers to the 8th inst. and Bangkok to the 2nd, from which we take the following items:—

The cholera hospital at Dell is reported to be now empty.

The Willards are still well to the fore at Singapore.

The Dutch Minister for the Colonies proposes the supply of new rifles to the Dutch troops in Java, the construction of some new ships for the Dutch East India Fleet, and the extension of the opium regime system to four provinces.

It is said that when the British Resident of the Protected States in England he will negotiate with the British authorities in the Protected States using their own postage labels on correspondence to countries outside of the Straits Settlements. At present only Straits Settlements stamps can be used on letters to foreign countries.

The *Phang Gassie* gives currency to a rumour that the office of sheriff in that colony is to be done away with, or rather, that the deputy registrar is to combine the duties of sheriff with those of deputy registrar.

Reference was made in the Governor's speech at the meeting of the Legislative Council held on the 1st to the fact that one of the rebels had accepted the favourable terms of surrender offered by the Siamese; and news arrived by the steamship *Lady Langdon* on the 5th that the ex-Orang Kaya and three others had surrendered themselves and were on their way to Bangkok overland when for some reason or other they rebelled and refused to proceed any further than Kelantan. Kelantan, as it reaches us is to the effect that the ex-Orang Kaya and three others, accompanied by five Trengganu Malays, a like number of Siamese, and the Siamese Commissioner, left Trengganu on the 27th ult., with provisions, to "walk" to Bangkok, as the ex-Orang Kaya declared to proceed by sea. Apparently the arch-rebel has seen fit to reconsider his decision, and at the time the *Lady Langdon* left Trengganu, the Malays had returned and the ex-Orang Kaya was said to be still in Kelantan, the expedition to Bangkok having been postponed indefinitely.

On the 6th inst., fire was discovered in Klongchow S. E. Kampong Malacca, occupied by a dealer in guns and resins. The whole house was destroyed. It was partly covered by insurance.

Coffee cultivation is gaining ground in Dell, many of the plantations being up and standing by in place of dependencies which were destroyed. Danger lies in the risk of leaf disease among the young plants, should they happen to be from infected plants. It is thought that the risk is less with the Liberia variety, which is a harder plant than the Java kind.

Reports from Kengtung show the detachments of troops there have been suffering, as was expected, from fever, and there is likely to be no improvement in health for some weeks to come.

In Bangkok recently one European sued another in British Consulate for T. 40 house-rent, but lost his case, as, according to Siamese law (1) no rent can be collected unless there be an agreement, and, further, though the deeds to the house had been passed through the British Consulate to the Siamese official for registration, and were still there, a claimant could not produce them if he was accused to have none. What price British justice?

JAPAN AND CHINA.

We have received files of Yokohama papers to the 5th and Shanghai papers to the 12th, from which we call the following notes:—

Gold has recently been discovered in Higo Prefecture.

20,000 bales of raw and 10,000 bales of waste silk reached Yokohama during September.

H. H. the Crown Prince of Japan is rapidly improving.

The first frost of the season occurred at Sapporo on the 22nd ult., 16 days earlier than last year.

Colonel Sir H. Shibuya will be promoted to be Major General and will succeed Major General Yamane who died of illness in Formosa.

The *Yokohama* has been ordered in Glasgow a cost of five million pounds, pointing out that the naval estimates have not yet been fixed, so these orders cannot be given.

The Oriental Hotel of Kobe has paid a dividend of 12 per cent for the year written off \$5,000 for depreciation, paid \$37 on each shareholder share, and added \$47 to the reserve fund.

Through the thirty-eight insurance companies in Japan only carry policies amounting to \$4 million yen, such amounts have sprung up with

the authorities are preparing to frame more strict regulations for the government.

The Yokohama people are making great preparations to receive the Shanghai "Chickadee" team on arrival. The team is thought to be a very fine one and the Yokohama team expects to have its work cut out to beat them.

There are many objections to the proposed military extension scheme in Japan, and it is feared the Government will find such opposition that it cannot pass its bill.

The *Hainan* reports that out of thirty-seven newly created nobles twenty-two were purely Satsuma and Choshu men, and counting the number whose sympathy is with those two clans, more than three-fourths are included. All the men in high positions are from these two clans, from which this paper supposes that as yet there are no real Japanese public men, all being but clansmen.

There are reported to be no less than 230 Korean students in one college in Tokio. Cash is a comparatively small sum, and "Korean" and "Impecunious" are rapidly becoming synonymous terms in that city.

Shang Hai-yi, ex-Acting Chinese Resident at Seoul, before the late war, returned to Shanghai from that city on the 4th. Mr. Tang has been in Korea lately arranging all outstanding matters of the Chinese Legation, left unsettled at the time of the Japanese attack on the Legation in July last year. A number of Chinese residents in Seoul and Changhai who have been living in those two cities ever since the war were also deported back to China by Mr. Tang. Having completed all matters relating to the former Legation at Seoul, Mr. Tang is now back again in China. It is a pity that Mr. Tang, has not been re-appointed to Seoul, as the ex-Resident Yuen's successor, for China needs a "strong" man and one well acquainted with the Korean King and mandarin to represent her at the present crisis.

There was a small fire in French Town Shanghai, on the night of the 11th inst., which was soon extinguished by the Fire Brigade, however.

In order to provide a fitting place wherein Li Hong-chang may meet the Japanese Minister to discuss the terms of the Treaty of Commerce, quarters have been allotted him, by Imperial order, in the Truong Yamen. A special wooden seal has also been cut for him in his new office. It is fully expected that as soon as this work is completed he will be again installed in full power.

The Shanghai Total has notified the public that a steamship company to run between Shanghai, Soochow and Hangchow has been sanctioned by Imperial Decree, and that boats will begin running about the 18th inst.

Mr. Sung, so long Acting Magistrate Court Magistrate in Shanghai, and who in that capacity was very well and favourably known to foreigners, died in Shanghai City on the 6th inst.

SILK MANUFACTURE IN CHINA.

During the past few years the importation of Chinese and Japanese manufactured silks into Europe and America has been increasing, and their wonderful cheapness has enabled them to be used for a great many purposes for which the dearer or the better made European goods would be unsuitable on account of the cost. People who at one time thought the ordinary cotton or linen handkerchiefs good enough, now find that for a very little more they can get good silk handkerchiefs. In the same way printed curtains are now raised, and their graceful folds and lightness make them a welcome addition to the modern drawing-room.

Now that the Sino-Japanese treaty has secured the long wanted rights for foreigners to erect and run manufacturing works in all parts of China, rights which but for the apathy and sluggishness of our statesmen could have been secured long ago, it will be at once seen what an opening there is in the creation of silk manufacturing, to weave cloth in the European style and to make garments and finish them, as is so much wanted in the Chinese article. Compared with the new cotton industry, which has shown that good returns can be got even in one year's time, the advantages of silk certainly seem more apparent. The cotton manufacturer has and will have to contend with such short-stapled cotton that medium fine counts cannot be made, while the Chinese silk on the other hand is the best in the world, and the labour cost is not so high as in Hangchow and Kiangling district is well familiar with the manipulation and manufacture of silk.

Already the Japanese have been invading the European market with most successful results. Their silks, which have now been competing with similar French and English goods, have completely ousted them and now the will silk, so largely prized and worn as ties, will be entirely of Japanese manufacture. What the Japanese can make in their primitive handlooms can also be made in China with greater success. It is well known in Europe amongst silk men how much superior Chinese silk is to the Japanese, whether either in skein or in piece, both for its superior strength, better lustre, and finer feel.

What is wanted here are mills of the most modern style, with all their labour-saving appliances, which would not only make the ordinary people cheaper than the native handloom, but would vastly improve the quality, making them more even and regular in texture, and quality which is so much lacking in the native-made goods. Again, the Chinese handloom weaver cannot make cloth much wider than 36 inches, conveniently while his Japanese competitor with his loom and shorter arms, cannot even do 36 inches. A powerloom will make any required width and any length, with even edges the want of which is a serious condemnation on the Chinese and Japanese cloth.

Silk is also largely worn amongst the Chinese themselves, and although strong and serviceable it could be much improved in workmanship, colour and design. The dye to some of the darker satins and figured goods is most inferior and has not the same affinity to the silk that could be given by improved methods of dyeing. French figured satins have been imported and are used in Peking, but with the present low exchange they are very costly and no ordinary middle-class Chinese can afford the excessively high prices. The young Chinese "masher" or "dada" of Shanghai would be only too glad to exhibit on his person the latest thing in silken garments, and he would soon see what a favourable effect his new and stylish coat and pants would create in the hearts of his crumpled hooded Chinese lady friends, but at present the poor long-suffering individual cannot pay five dollars a yard for the handsome French frock, which no doubt he much covets. Even now the Chinese silk merchant finds that the silks although dyed in a primitive way with aniline and alizarine dyes, imported chiefly from Germany, are more saleable than the old goods dyed with natural dyes, that had no lustre or proper affinity to the silk.

Everything points to the time when Shanghai and its district will become one of the most important textile manufacturing centres in the world, a rival to Lancashire, with its 5,000 more or less magnificent cotton mills, but it is to be hoped that the silks will not all be in one basket and that side by side with cotton mills, silk, jute, flax, and hemp mills will each have a place.

THE RAUBS.

The Mining Manager's report for the five weeks ending 2nd October is as follows:—

RAUB HOLE, No. 2 SHAFT.—The sinking of this shaft is now completed to a depth of 101 ft. below the 120 ft. level. We have opened out at 95 ft., and have cut a pit 9 ft. by 7 ft., gradually bringing it to 2 by 5 ft. 2 in. from the shaft. This is now in 18 ft. to the west. I expect to have to drive 60 to 70 ft. before cutting the lode, which I hope to complete in about five weeks' time. I have started to sink the lode to connect the 120 ft. level with that going in from the bottom; it is now down 5 ft., and I hope to have it down and connected with the bottom level by the time the level gets under it.

STOPES.—There are three faces at work in the south and on a ledge from 3 inches to 12 inches wide, which shows the lode. The work is proceeding steadily. The work of extending these is proceeding steadily. The work of extending these is proceeding steadily.

BUKIT KOMAN.—The engine shaft is now down close on 90 ft. below the 145 ft. level, and I hope to have it down the required depth in two or three weeks. There is no change in the ground, which is still hard blinding slate intersected by quartz leaders. Stopes.—The work of extending these is proceeding steadily. The work of extending these is proceeding steadily.

WESTERN LODE.—Stopping between the north and south air shafts is steadily proceeding, the lode being from 1 to 10 ft. wide, and will average about 4 ft. Very fair gold can still be seen in breaking the ore. I have opened out on a body of stone about 18 in. wide going north in the north air shaft in which a little gold can be got. This is 40 feet west of our main workings. I have stopped for the present the drive going south from this air shaft; there is about 2 ft. of stone in the face of the drive in which a little gold can be got by mortar crushing, but it is not payable.

BATTERY.—A general clean up of this took place at the beginning of last week, when the total yield for the twelve weeks was 1,346 oz. 18 dwts. 0 grs. smelted down from 2,875 tons. About twenty-four hours were lost owing to not being able to cart sufficient stone to be milled. The following are the proportions crushed from the different mines:—Raub Hole No. 2 shaft 1,101 lb.; Western Lode 2,101 lb.; and Bukit Koman 5,101 lb. The average yield yielded being a little over 5 dwts. 8 grs. After allowing some small repairs to machinery, crushing resumed again on Tuesday afternoon, the 25th September, and has continued steadily since.

RAILWAY.—Fair progress is being made with laying the rails and ballasting the line. The rails are being laid as fast as they come forward, and I hope to have the line in running order as far as Bukit Koman by the end of next week. Fair progress is being made with the hopper for holding ore in the car of late, no less than 100 tons. The tramway connecting the engine shaft with the hopper is well on the way; the tramway is 40 ft. above the bottom of the hopper. I hope to have the whole thing completed by the time the line is in running order. The sooner this is completed the better, as the bullocks won't stand the work much longer; in fact, no cattle will stand the constant work these animals have to do in a climate like this.

There has been a good deal of sickness in the camp of late, no less than 100 of the European staff having to be invalided and sent away last week. I attribute this to the hot rainy weather we have been having for some time.

THE RAUB RAILWAY.

The Singapore Free Press of the 8th has the following comment on the railway and other affairs connected with the mines, which cannot fail to interest shareholders:—

Messrs. H. and A. Bibby arrived in Singapore the other day from Raub, the former proceeding to Australia for a holiday, and the latter going to Kemaman to visit his brothers Messrs. W. and P. Bibby at the tin mines at Bundul. It is rather a good omen for Raub and for the Peninsula that no fewer than four of Mr. Bibby's sons should have seen their way to come to the east coast of the Peninsula. All is going on well at Raub; the main shaft at Bukit Koman and New Raub are down 100 feet more, and presently the western lode shaft will also be sunk another hundred feet. The railway is almost entirely ready, excepting a short section of a few yards near the battery, and will be running between Bukit Koman and Raub in less than two weeks. There has been much difficulty and delay in getting the railway plant, rolling stock and the locomotive up the Blunt river, but all that is now successfully achieved, though at some considerable expense for transport. The engine stands ready on the line and is attracting the wondering notice of the local Malays; and the trial trip is being looked forward to as the beginning of a new era in the working of the mine. There has been much mortality among the draught bullocks, which have had to be worked hard in keeping the battery piled with stone and the furnaces with firewood. But the moment the railway line begins operations all those difficulties will vanish, and the crushing stuff will be dumped at the battery more quickly than it can be dealt with by the twenty heads of stamps now going.

Which credit is due to Mr. Walker for the way he has laid out and built the line to Bukit Koman.

CORRESPONDENCE.

WE do not necessarily endorse the opinions expressed by Correspondents in this column.

LOST, OR WHAT?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—I write to the Post Office people have again been at their old tricks but, as "Intolerable" remarks, grumbling is poor satisfaction. The only course open would seem to be for the residents of Hongkong, Canton and the other places concerned to petition the Home Secretary, where, if the land be what all the members of the body will be out of joint.

The fact, I believe, that the officials, secure, as they imagine, in the certainty of an assured position, fancy themselves unassailable, and snap their fingers at the complaints of the public, instead of endeavouring to rectify abuses. They apparently forget that they are the servants, not the masters, of the public, whose bread they eat and to whom they owe an account of their stewardship.

Are we slaves, that we must submit for ever to this kind of infliction? Even a poor Chinaman has some redress against official incapacity, libelously or rapaciously. The complainant should be carried to Downing Street; it is useless to agitate in this down-trodden colony.

I am, etc.

THE SZECHUEN OUTRAGES.

THE DEGRADATION OF LIU PING-CHANG.

AN IMPORTANT ADVICE.

The following is a translation of the Imperial edict issued in Peking recently at the urgent request of the British Minister, who wrung the document from the Emperor under threats contained in an ultimatum:—

An Imperial Edict.—Churches having been established in China by various nationalities, edicts have been repeatedly issued commanding the governor-generals and governors of the different provinces to strictly enforce upon the local officials that they give extra care to their protection. In order that on all occasions peaceful relations may be preserved between the people at large and the religious societies. But in the fifth month of the present year, at the provincial capital of Szechuen, evil characters, intent on causing disturbance, destroyed the church buildings at the Tung-chiao-chang, an act which was followed by numerous similar cases outside the provincial city. The whole of this disorder is due to the local officials neglecting to issue proper instructions for securing of silence to the edicts, so that disturbance have been fomented among the people. Again, after the occurrence there has been a want of despatch in punishing offenders. The Governor-General of the province in question (Liu Ping-chang, is guilty of criminal incapacity of the most serious kind. According to Canon Wu Luang-kuei's report, when the disorders commenced Liu Ping-chang 'tristly disregarded them' and made no disposition of troops whatever for their suppression. The result being that crowds of irresponsible ruffians gathered and numerous cases of the same kind arose elsewhere. The said Governor-General has recklessly betrayed the trust reposed in him and we hereby command that he be deprived of office and be never again mentioned for employment, as a stern warning to all others against incapacity in office. We further order Liu Chuan-lin to institute the strictest examination into the conduct of Intendants and Prefects, with a view to discriminate and punish as may appear advisable.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir Fulding Clarke, Chief Justice.)

October 15th.

TSO SIK CHAN v. TSOI KWAI.

Mr. J. J. Francis, Q.C. appeared for the plaintiff and Mr. E. H. Sharp for the defendant. Mr. Francis informed his Lordship that the defendant had consented to judgment for \$1,161 to with the costs of the suit. An agreement had been filed in court as between the parties, but as the present arrangement was slightly different, he asked for judgment for the amount by consent.

His Lordship thereupon entered judgment by consent.

IN THE MATTER OF THE GREEN ISLAND CEMENT COMPANY, LIMITED, AND IN THE MATTER OF THE COMPANIES ORDINANCES 1877 AND 1876.

REDUCTION OF CAPITAL.

Mr. J. J. Francis (instructed by Mr. E. C. Ellis) appeared on behalf of the Green Island Cement Company, and asked that an order be made in accordance with the Ordinances. The order desired was set forth in the following advertisement:—

For aught to the directors of the Court, notice is hereby given that a resolution has been presented to the Supreme Court of Hongkong, by the Green Island Cement Company, Limited, for confirmation of the following Special Resolution passed and confirmed at extraordinary general meeting held respectively on the 12th and 25th days of August, 1895:—

"That the £200,000 divided into 200,000 shares of £1 each be reduced to 100,000 shares of £2 each and that such reduction be effected by cancelling 'capital which has been lost or is unrepaid' by available assets to the extent of £40,000 and by reducing the 'paid-up' shares of the 14,171 shares which have been issued and are now outstanding, and by reducing the 'unpaid' amount of all the shares in the Company's capital from \$5 to 10 per share."

After the publication of the notice in accordance with the order of the court had been given, the order was granted subject to his Lordship's assent of the articles of association, and it was ordered by the Court that notice of the reduction be published three times in each of the three local newspapers, at intervals as required by the ordinances.

SUMMARY JURISDICTION.

(Before Mr. A. G. Wise, Acting Police Judge.)

WILSON v. BUTTERFIELD AND SWIRE.

This was a suit brought by Captain Wilson, master and part owner of the British bark *Stanfield*, against Messrs Butterfield and Swire, the charterers of his vessel, for \$755.33, the balance of freight due on a cargo of timber carried from Sackakan to Hongkong.

Mr. J. Easton (Mr. V. L. Deacon's office) appeared for the plaintiff and Mr. C. C. Maslin (Messrs. Johnson, Stokes and Master) for the defendant.

The case turned, as is, on the plaintiff's affidavit, on the amount of freight due. By the terms of the charter party made between the master of the *Stanfield* and the defendant, signing as agents, but not undertaking to pay or cause to be paid, certain freight, 2½ cents per cubic foot of timber delivered in Hongkong in accordance with the charter. The timber was delivered at the Kowloon Docks, and the dispute arose over the method of calculating the cubic contents of certain round logs amongst the cargo. The plaintiff claimed on the actual cubic contents of eight logs as computed by measuring the girth, at the middle and the length, and multiplying the actual contents by the aid of "Hopper's Rule."

The defendant, on the other hand claimed to pay on the Hongkong custom, which was, in effect, to calculate the cubic contents of the largest square log which could be cut from the round log. By the plaintiff's measurement 21,471 cubic feet of timber was delivered, while by the defendant's measurement only 18,075 had been received. The suit was for the freight on the difference.

Mr. Easton claimed that whatever the Hongkong custom might be it was barred in accordance with the wording of the charter party, which he said was "each and every cubic foot delivered, no matter of any customary calculation being made."

Mr. Easton was then heard as to the charter party, the defendant was then heard as to the charter party, the defendant was then heard as to the charter party.

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Intimations.

BUSINESS NOTICE.

COAL MERCHANTS AND CHARTERERS,
No. 44, PRAYA CENTRAL.

THE Underigned having started in
Business as
COAL and TEA MERCHANTS,
STEVEDORES and
STOREKEEPERS,
are prepared to Supply Steamers with
COAL, STORES, &c., &c.,
at moderate prices and respectfully solicit the
Patronage of the Shipping Community.

WING CHEONG & Co.,
No. 44, Praya Central.
CHUN WING TONG,
Managing Partner.
A YON,
Business Manager.
Hongkong, 1st August, 1895. (1026)

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Le-Hou Road.

IS now in a position, in his New and Com-
modious Premises, to receive, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 1st August, 1895. (1027)

SOCIÉTÉ ANONYME

FORGES, FONDERIES ET
LAMINOIRS DU MARAIS,
MONTIGNY SUR SAMBRE (BELGIUM).
L. LEBRUN, ESQ., MANAGING DIRECTOR.

First Quality Iron. Merchant and
Girders. Profiled Iron
Corners. TRADE
T-J-Z Irons. For Bridges,
Ralls for Mines. Wheels, and
and Tramways. for all kinds
Iron for Rivets. MARK of
and-Orbits. Constructions

APPLY TO
JOHN D. HUTCHISON, Esq., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

Relieves the scal-
ding pain at once
and
CURES
all discharges from
the genito-
urinary or-
gans in either
sex in
48 HOURS
Santal Midy
is a specific
for Cystitis
Unlike the sand-
oil of the
Bazars, it is su-
perior to Co-
paiba, Cubeb,
or Injections,
and causes
no inconveniences.
Beware of Imitations
Each tiny Capsule
bears the name
SANTAL MIDY
8, RUE VIVIENNE, PARIS

The Rugged Child
is largely an
"outdoor"
product.
Fresh air
and exer-
cise produce
sound appe-
tite and
sound sleep.
Sickly chil-
dren obtain
great benefit from
Scott's Emulsion
of cod-liver oil with Hy-
pophosphites, a fat-food
rapid of assimilation and al-
most as palatable as milk.
Sole Agents for Hongkong and the Empire of
China—Watkins & Co., Hongkong.
Hongkong, 27th March, 1894.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"DARDANUS,"
Captain Gregory, will be despatched at above
on TUESDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd October, 1895. (1364)

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship
"MENMUIR,"
Captain Craig, will be despatched for the above
Ports on SATURDAY, the 26th instant, at
4 P.M.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 11th October, 1895. (1401)

Intimations.

IMITATED BUT NOT EQUALLED.

CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL COMPLAINTS
ARISING FROM DEPRESSED VITALITY.

For FATIGUE of MIND and BODY, and SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS & CO.,

PROPRIETORS,
APOTHECARIES' HALL, 66, Queen's Road Central.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI, VIA AMOY.
(Taking Cargo and Passengers at through rates for
NINPOO, CHEFOO, NEWCHANG, TIENTSIN,
HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship
"HECTOR,"
Captain Barr, will be despatched at above
TO-MORROW, the 17th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1895. (1405)

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SINGAPORE, SAMARANG AND
SOURABAYA.
THE Steamship
"HUPEH,"
Captain Everist, will be despatched
TO-MORROW, the 17th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1895. (1363)

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Company's Steamship
"ONCH,"
Captain E.S. Baker, will be despatched at above
TO-MORROW, the 17th instant, at Noon.
For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 16th October, 1895. (1425)

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.
THE Steamship
"KWEIYANG,"
Captain Dawson, will be despatched on
FRIDAY, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th October, 1895. (1399)

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
THE Steamship
"KWEILIN,"
Captain Harris, will be despatched on FRIDAY,
the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th October, 1895. (1416)

"WARRACK" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"BRAEMAR,"
Captain Porter, will be despatched for the above
Ports on TUESDAY, the 22nd instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th October, 1895. (1323)

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"GLENEARN,"
Captain Murray, will be despatched at above
on or about THURSDAY, the 24th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 1st October, 1895. (1348)

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"BENLARIQ,"
Captain Wallace, will be despatched at above
on or about 25th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 11th October, 1895. (1400)

SHANGHAI RACES.
NOTICE.
STEAM TO SHANGHAI.
THE Norddeutscher Lloyd Company's
Steamship
"PRINZ HEINRICH,"
Captain W. Schneider, will leave for the above
place on or about the 25th instant.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 9th October, 1895. (1391)

FOR DELAGOA BAY AND NATAL.
(Taking Cargo at through rates for EAST
LONDON, PORT ELIZABETH and CAPT. TOWN.)
THE Steamship
"YANARIVA,"
Captain Weston, will leave for the above Ports
about the 10th November.
For Freight, apply to
GILMAN & Co.,
Agents.
Hongkong, 11th October, 1895. (1408)

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 L.L.I. American Bark
"ADAM W. SPIES,"
Field, Master, will load here for the above Port,
and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 10th August, 1895. (1078)

FOR NEW YORK.
THE 3/3 A.L.I. American Ship
"SAINT JAMES,"
Clifford, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 20th September, 1895. (1421)

FOR NEW YORK.
THE 3/3 L.L.I. American Ship
"P. N. BLANCHARD,"
Blanchard, Master, is now loading for the above
Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 5th September, 1895. (1016)

FOR NEW YORK.
THE 100 A. I. British 4-masted Bark
"MATTERHORN,"
John Williams, Master, is now loading here for
the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 8th October, 1895. (1437)

Cons'gnees.

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL,
PENANG AND SINGAPORE.
THE Company's Steamship
"OANFA,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk, into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underigned before
Noon on the 21st instant, or they will not be
recognized.
All broken, chafed and damaged Goods are to
be left in the Godowns where they will be
examined on the 21st instant, at 3 P.M.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 21st
instant will be subject to risk.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 15th October, 1895. (1412)

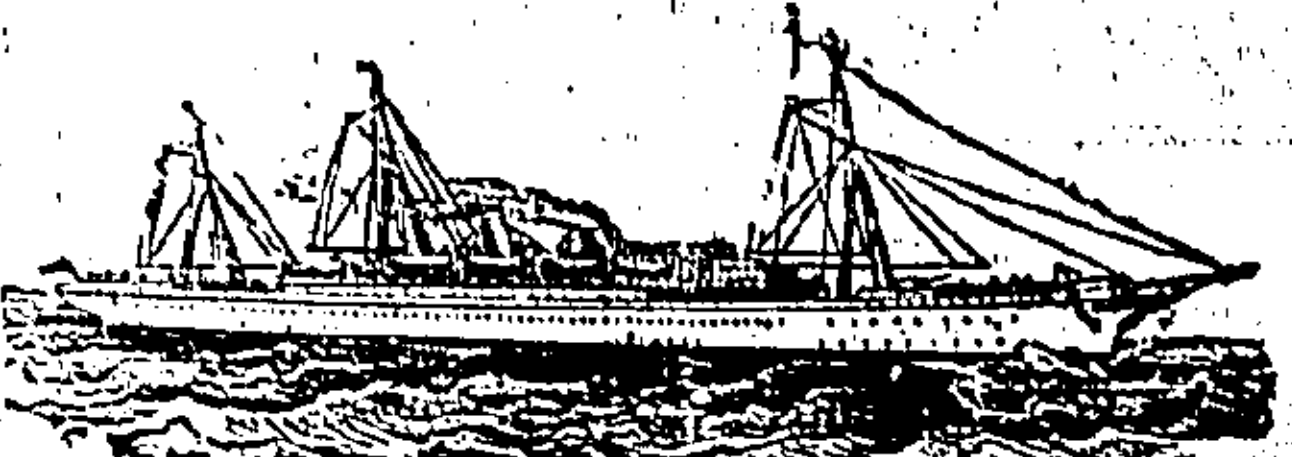
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"CHELYDRA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after TO-MORROW, 4 P.M., will
be landed at Consignees' risk and expense into
Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 14th October, 1895. (1410)

"GLEN" LINE OF STEAM PACKETS.
FROM ANTWERP, LONDON AND
STRAITS.
THE Steamship
"GLENGARRY,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Kowloon,
whence delivery may be obtained.
Cargo remaining undelivered after the 21st
instant will be subject to risk.
No Fire Insurance has been effected.
Consignees are requested to present all Claims
for damages and/or shortages not later than
the 25th instant, otherwise they will not be
recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th October, 1895. (1411)

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.
GENERAL AVERAGE B.S. "BELGIC."
A PORTION of this Vessel's Cargo having
arrived, it has been landed into the
Company's Godowns at Wanchai and Consignees
are hereby notified to take immediate
delivery.
A GENERAL AVERAGE BOND must be
signed and a deposit of FIFTY per cent. (50%)
made on the ARRIVED VALUE of the Cargo
previous to countersigning of Bills of Lading.
The AVERAGE BOND is lying at the Company's
Office for signatures.
J. S. VAN BUREN, Agent.
Hongkong, 12th October, 1895. (1409)

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th November.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 25th December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddar's Street.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Nagasaki, Inland Sea, Yokohama, Honolulu)..... Thursday, 17th Oct., at Noon.
Gaulle (via Nagasaki, Inland Sea, Yokohama)..... Tuesday, 5th Nov., at Noon.

THE Steamship
"COPTIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, INLAND SEA, YOKOHAMA
and HONOLULU on THURSDAY, the 17th
October, at Noon. Connection being made at
Yokohama with Steamers from Shanghai.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and Northern Pacific Rail-
ways, also the CANADIAN PACIFIC RAIL-
WAY, on payment of £4 in addition to the
regular tariff rate.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.
All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 16th October 1895. (1413)

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID**
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREY & Co.,
Bank Buildings
Hongkong, 2nd March, 1895. (1414)

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu)..... Saturday, 26th Oct., at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu)..... Saturday, 16th Nov., at Noon.
Cuba (via Nagasaki, Kobe, Inland Sea, Yokohama)..... Tuesday, 26th Nov., at Noon.

THE U.S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA and
YOKOHAMA, on SATURDAY, the 26th
October, at Noon, taking Passengers and
Freight for Japan, the United States, and
Europe.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.
Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and Northern Pacific Rail-
ways, also the CANADIAN PACIFIC RAIL-
WAY, on payment of £4 in addition to the
regular tariff rate.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers,
Freight will be received on board until 7 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day,
all Parcel Packages should be marked to ad-
dress in full, value of same is required.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 8th October, 1895. (1415)

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S BAKING POWDER,
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 16th July, 1895. (1416)

Mails.

OREGON RAILWAY AND NAVA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(Subject to Alteration.)
Mount Lebanon [Saturday] 10th Oct.
Almore [Saturday] 16th Nov.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.
THE Steamship
"MOUNT LEBANON,"
will be despatched hence for PORTLAND,
OREGON, via KOBE and YOKOHAMA, on
SATURDAY, the 10th October.
Consular Invoice of Goods for United States
Ports should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 11th October, 1895. (1283)

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR
and EASTERN CITIES of the UNITED STATES
and CANADA and to EUROPE.
HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table,
DOCTOR and STEWARDSSMAN carried.
HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)
TACOMA 2,549 [Tuesday] Oct. 29.
* Sitka 3,574 [Tuesday] Nov. 19.
Victoria 3,167 [Tuesday] Dec. 10.
Hankow 3,554 [Tuesday] Dec. 31.
Tacoma 2,549 [Tuesday] Jan. 21.
Victoria 3,167 [Tuesday] Feb. 11.
*No Passengers carried by this sailing.
THE Steamship
"TACOMA,"
Captain R. Crawford, sailing at Noon, on
TUESDAY, the 20th October, will proceed to
VICTORIA, B.C., and TACOMA, (Wash.), via
SHANGHAI, INLAND SEA, KOBE and
YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.
Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.
Passengers must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.
For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 9th October, 1895. (1417)

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, and SOUTH AMERICAN
PORTS.
THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
Prinz Heinrich Monday 11th Nov.
Frisland Monday 9th Dec.
Sachsen Monday 5th Jan.
Gros Monday 3rd Feb.
ON MONDAY, the 11th day of November,
1895, at 4 P.M., the Company's Steamship
"PRINZ HEINRICH," Captain W. Schneider,
with MAIL, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, calling at
NAPLES and GENOA.
Shipping Orders will be granted till Noon on
SATURDAY, the 9th Nov. Cargo and Specie
will be received on board until Noon on MONDAY
the 11th Nov., and Parcels will be received at
the Agency's Office until Noon on SATURDAY, the
10th Nov. Consignments of Packages are required.
No Parcel Receipts will be issued for less than
£2.10 and Parcels should not exceed Two Feet
Cubic in Measurement.
The Steamer has splendid Accommodations,
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 14th October, 1895. (1390)